

**SECRET**

30 June 1954

MEMORANDUM FOR: Chief, TSS

FROM : Chief, WE

SUBJECT : Field Requests for Technical Equipment

DOCUMENT NO. \_\_\_\_\_  
 NO CHANGE IN CLASS. ☐  
☒ DECLASSIFIED  
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 AUTH: \_\_\_\_\_  
 DATE: 5/10/87 REVIEWER: 037169

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1. The following matters are brought to your attention for whatever action you may deem advisable.

2. [ ] was received by WE/2 in October, 1953, requesting speedy action on a request from [ ] for additional parts for a Motorola Mobile Unit Installation. Speed was requested to insure that [ ] would not be hampered by an equipment breakdown. TSS/ASD was promptly notified of the request, field specifications for which were drawn from a specified issue of the Motorola Catalogue.

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3. Among the items requested were 10 Series Cowl Mounted Antennae 160.3 MC/S, Solid Rod, (Motorola Part Number P-7234. Based on the provision by TSS of stock numbers, logistics action was initiated, and a requisition covering the equipment was entered on 20 November 1953, including: Item number 5 - Series Cowl Mounted Antennae 160.3 MC/S, Solid Rod, P-7234, 10 each, and the requisition was forwarded to Chief of Procurement. The advance shipping notices, however, contained the following description of this shipment: 7363FV4 - Item 5 - 5/5985-003-5980 Antenna Assembly Cowl Mounted Motorola P-7234-20, in a case measuring 5½" by 17½" by 19". The field advised in [ ] of 10 June 1954 that the 10 antennae for car radios requested in [ ] had not arrived and were urgently needed [ ]

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[ ] They later advised in [ ] of 16 June that shipment 7363FV4 containing the 10 antennae assembly units was received 26 January 1954 and delivered [ ] the next day. The technicians said that these assemblies, however, did not contain solid antenna rods as specified. This meant that the rods on radio-equipped cars would have to be switched whenever it was necessary to shift the radio to a car not already containing one. The field continued by stating that since the shipment was a partial shipment, it was anticipated that the rods would follow, and speedy procurement was requested. In [ ] of 26 June the field advised that the antennae requested by and still needed [ ]

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[ ] were solid rod type to be mounted on the mud guard of a car and approximately 5 feet long, identical to those installed in September 1953

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by [ ] of ASD. If the rods shipped in answer to [ ] were short rods to be mounted on the roof of the car, the field continued, this is not the type desired as they pinpoint the car as a radio police [ ] The field then requested that the new shipment be of 10 long rods, stating that if 10 long rods were shipped in answer to [ ] they could not have been in shipment 7363FV4 due to their length (that shipment's measurements are quoted above).

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4. It has been deduced by TSS/ASD that shipment 7363FV4 must have contained only "stub matched antennae", which go underneath a car-fender, and are cut to reflect a desired megacycle, and did not contain the long rods. Therefore, 10 additional complete assemblies have been requisitioned, with an ETA of 2 July.

5. The net result of this large amount of cable traffic has been a delay of many months in surveillance operations because of an undetermined error in the procurement of an item for which exact specifications were forthcoming from the field.

6. In another similar case, [ ] promised [ ] a Recordak Micro-filmer for another technical operation. In DIR 16655 of 21 August 1953, [ ] requested voltage and cycle information for this equipment. In [ ] of 2 September 1953 the field replied that the voltage desired was 220, the cycles fifty. In coordination with TSS/APD, [ ] wrote up the stock numbers for requisition 67-54 and processed it through WE/LO on 8 September 1953, whence it was sent to Chief of Procurement. The equipment was acknowledged in [ ] of 15 June 1954. This cable stated that the machines were unusable due to their sixty cycle motor instead of the desired 50. It also stated that [ ] had been attempting to adjust the machine to 50 cycles and had investigated having a new motor [ ] We were asked if we could provide a suitable motor substitution, or if this was no feasible, to exchange the two 60 cycle machines for two 50 cycle ones; if neither method proved feasible, or if the delay proved too great, [ ] would try having the motor made [ ] In DIR 05505 of 18 June 1954 we advised the field to have [ ] return the two machines for replacement by two 50-cycle models. Later, TSS/APD decided it had no use for the 60 cycle machines, and therefore advised WE/2 that the machines when received would be modified and returned. The cable of 18 June 1954 had promised and ETA of the replacements of 18 August.

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7. In this case, the delay of sending the two machines here by sea cargo was augmented by the time needed for modification and subsequent return [ ] has been delayed from August 1953 to, presumably, August 1954, if the ETA is correct, and later if we are to judge from prior experiences.

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8. Such incidents, stemming from the overlooking of seemingly trivial details, result in obviously grave repercussions in operations and in prestige with liaison. Your assistance will be appreciated in seeking remedial action for the future.

\_\_\_\_\_  
[Redacted]  
Chief, WE

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30 June 1954

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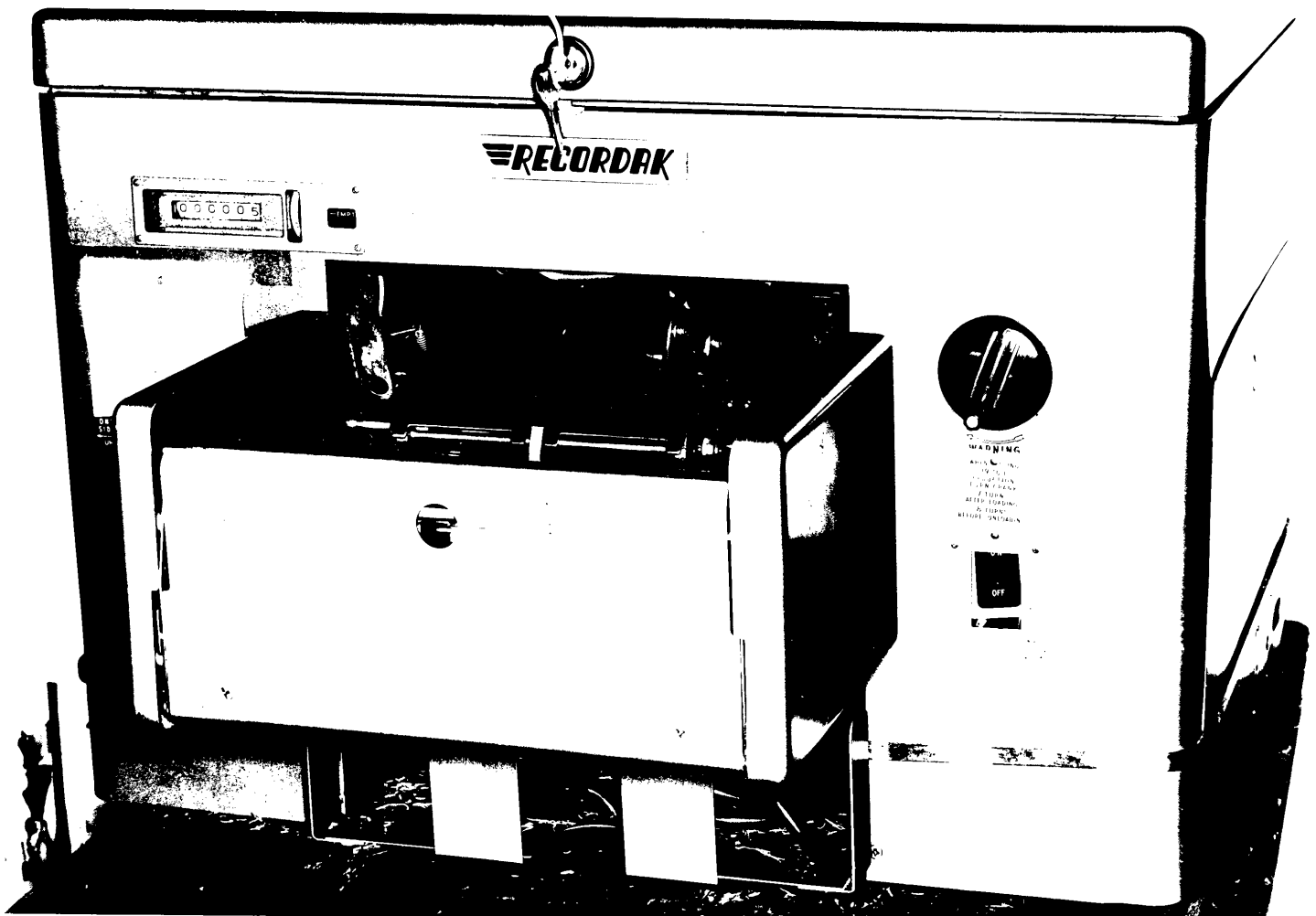
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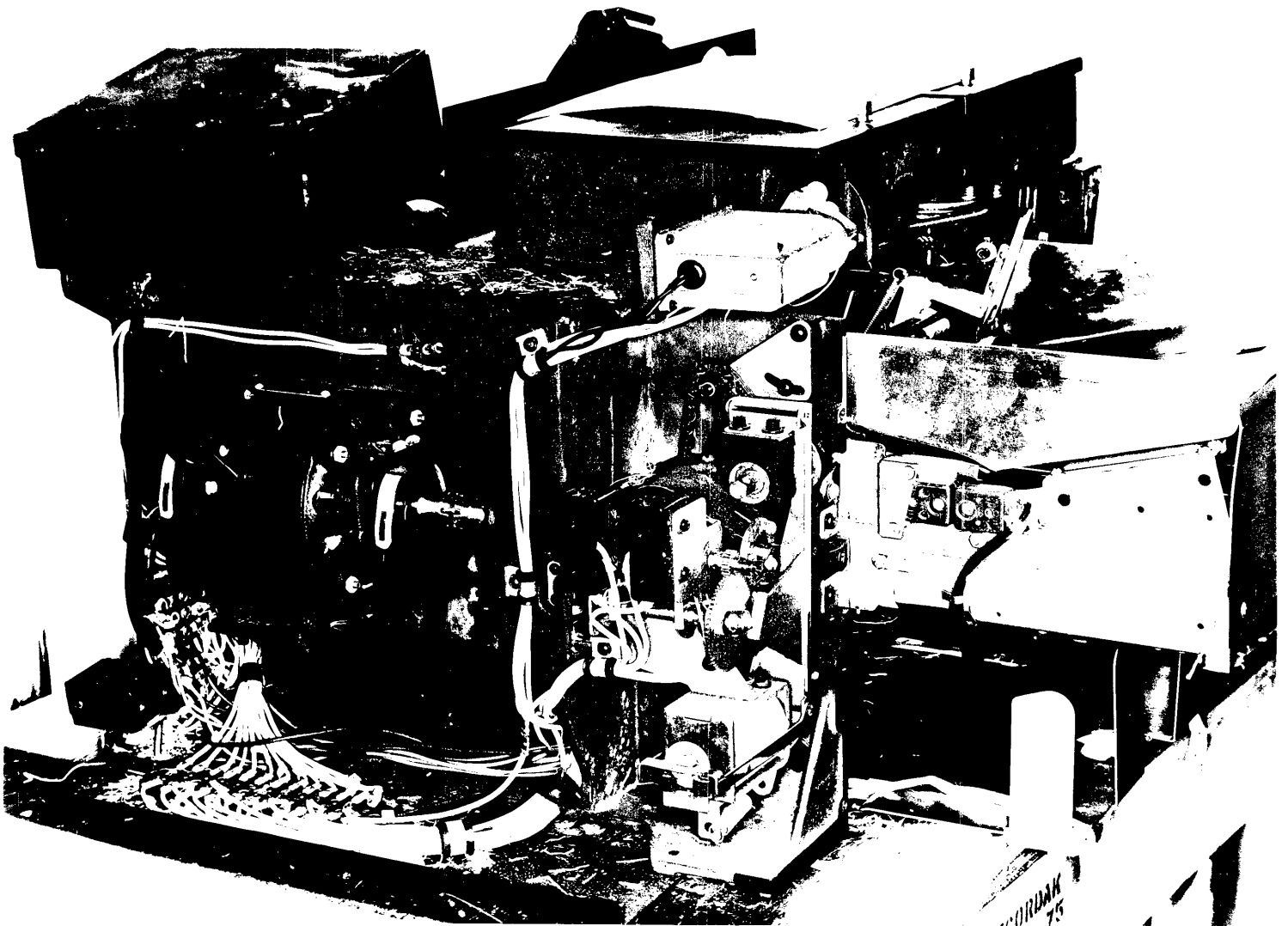
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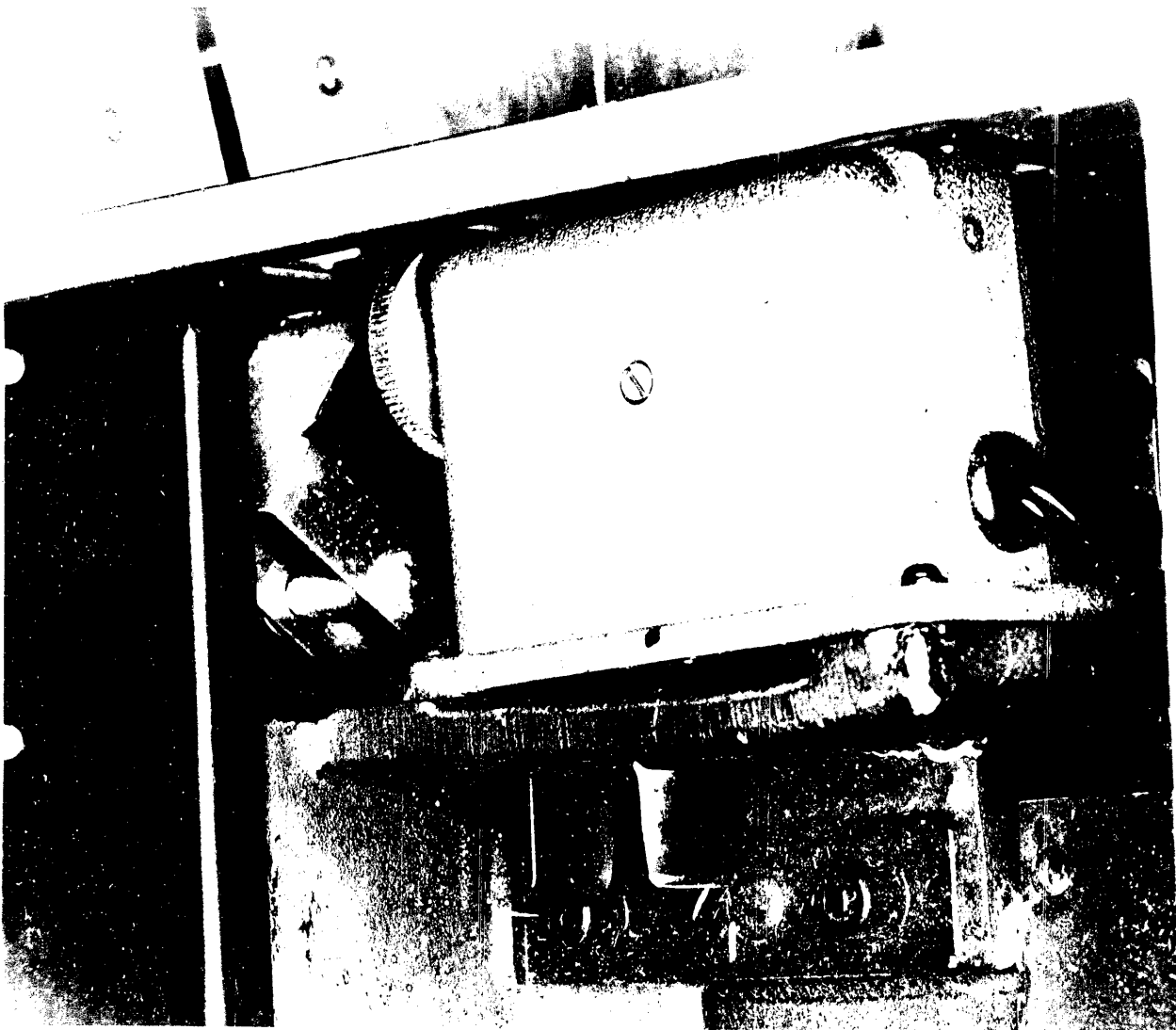
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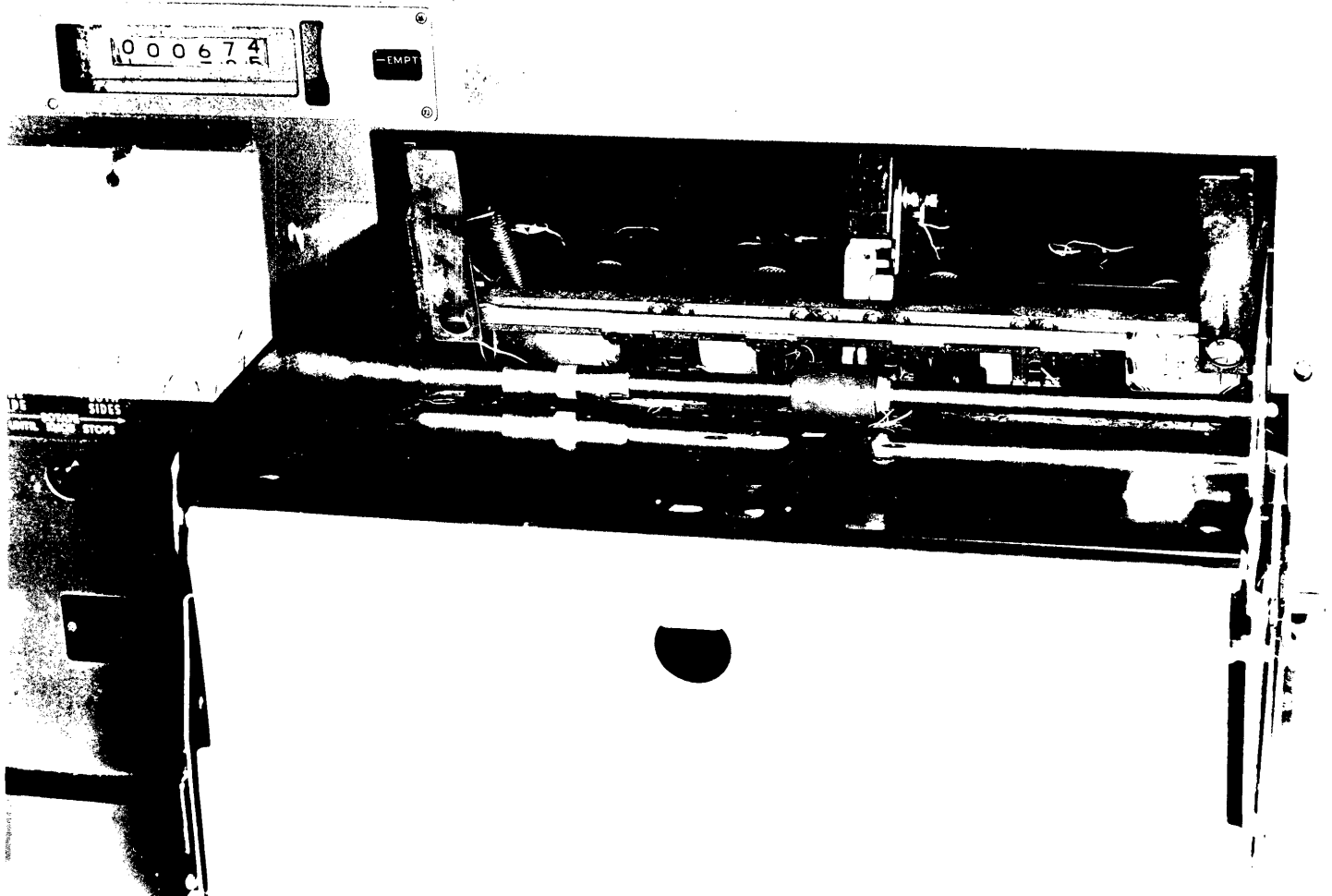
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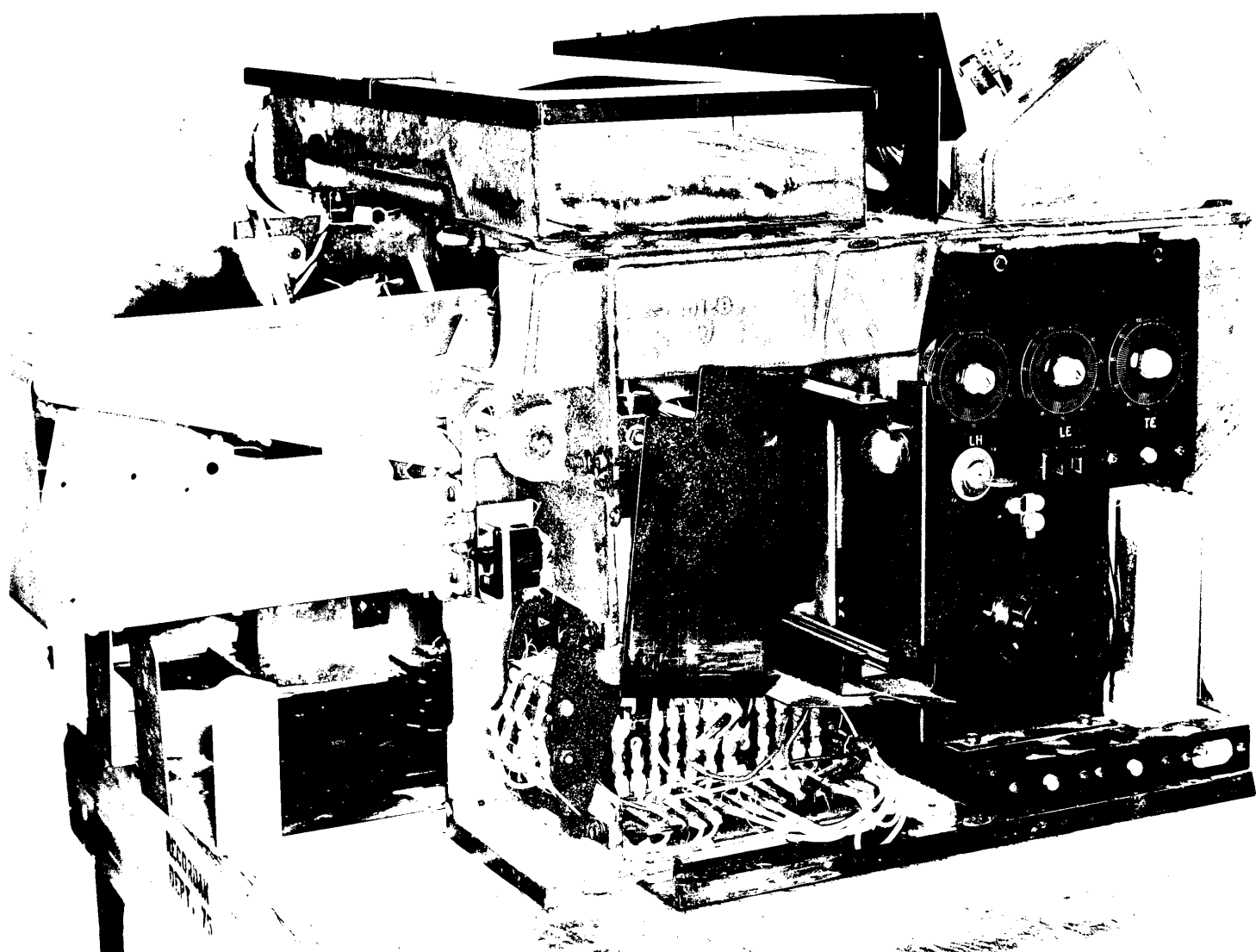
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